

Gaining in Popularity
PRINZ LUDWIG
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
Per Case of 6 Dozen Plates
\$16.00.
Sole Agents:
H. Price & Co.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1840.

DISTILLERS CO., LTD.,
EDINBURGH.
OLD TOM
AND
D. C. L.
DRY GINS
Per Dozen \$8.00
Sole Agents:
H. Price & Co.
12, Queen's Road.

No. 18,211.

號四月八年五零百九千一英

HONGKONG, FRIDAY, AUGUST 4, 1905.

日四初月七年巳乙

PRICE, \$8.00 Per Month.

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.
Issued this Second day of January, 1905.

PRICE:
\$16.50 PER CASE OF 7 DOZ.
PINTS.

MACWEN, FRICKEL & CO.,
SOLE AGENTS.
Hongkong, July 4, 1905. 1815

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 7th instant.
Hongkong, August 2, 1905. 1451

NOTICE.

THE INTEREST AND RESPONSIBILITY of the Underigned in the Business CARRIED ON under the Style of THE MUTUAL STORE at 25, Des Voeux Road Central and at SIA KEE STREET, CANTON, ceased as from the 1st JULY, 1905.

All Debts due and owing to The Mutual Stores up to the 30th day of June, 1905, will be collected by us.
All Claims against The Mutual Stores up to the 30th day of June, 1905, must be sent in to the Underigned at 25, Des Voeux Road Central, before the 31st day of August 1905, otherwise they will not be recognized.

We take this opportunity to thank the numerous Customers who have accorded us their esteemed patronage in the past.

LIN WOO.

FRED. C. MOW FUNG.

Hongkong, August 1, 1905. 1482

HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous goods for Storage in all Ventilated and Lighted EUROPEAN FIRST-CLASS GODOWN. CENTRAL POSITION. Rate of Storage 1/2 only. For Particulars, apply to LUTGENS, EINSTAMANN & CO. Hongkong, July 19, 1905. 1380

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

THE OFFICES of this Company are now Situated on the THIRD FLOOR of HOTEL MANSIONS, Peddar Street.
W. H. TRENCHARD DAVIS, Branch Manager and Underwriter.
Hongkong, August 1, 1905. 1477

NOTICE.

THE Underigned Resigned from the Equitable Life Assurance Society of the U.S.A. on the 19th inst., and is now Acting as AGENT for the CHINA MUTUAL LIFE INSURANCE COMPANY, LTD.
MONTROSE K. NEWMAN.
Hongkong, July 27, 1905. 1403

WANTED.

A N ENGLISH or EUROPEAN NURSE to go to Manila and take charge of an Infant. Must be experienced and of Middle Age.
Apply with references and full particulars as to qualifications to 'M.'
Care of 'China Mail' Office.
Hongkong, July 29, 1905. 1414

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Hairdressing Hall at the above address. We make Cleanliness a Speciality.
VICENTE BARCENILLA, Proprietor.
Hongkong, April 10, 1905. 453

THE POPULAR
SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.M. THE PRINCE OF WALES

Supplied at all the Leading Grocers and Hotels, and to be obtained from LANE CRAWFORD & CO., Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS:
KWLOON BAY.

OFFICES & STORES:
No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,343 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, E.S.N.
s.s. FATHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Loosier.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday Excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,968 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
Departures from Macao to Hongkong daily at 8 a.m. (Sunday Excepted).
Departures from Hongkong to Macao on Monday, Wednesday and Friday at 7.30 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 688 tons, Captain W. A. Valentini.
s.s. NANNING, 669 tons, Captain C. Butcher.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

The Peak Hotel.

ADAMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.
Terms:—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: 'PEACEFUL.' 18

CLARK'S STUDIO,

4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

N. LAZARUS, 10, D'AGUILAR STREET, HONGKONG.
OPTICIAN.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1797

D. MAHER,

77, WYNDHAM ST., HONGKONG.

ALL kinds of SEWING MACHINES BOUGHT, SOLD or EXCHANGED.

Repairs executed, expert advice given on all classes of Sewing Machines.

Orders by Post Receive Prompt ATTENTION.

Hongkong, July 4, 1905. 1290

SELECT BOARD & RESIDENCE AT 'BRAESIDE.'

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to Mrs. F. W. WATTS, BRAESIDE, 20, MACDONNELL ROAD, (Late of 'TANG YUEN'). Hongkong, June 19, 1905. 97

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.

ALL Work done in this Establishment is promptly executed. Neatness & Speciality. Ironing and Washing done by experienced Japanese. PRICES MODERATE.

G. MONYEE, Proprietor.

Hongkong, February 13, 1905. 308

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE

and FIDELITY Guaranteed Policies issued at Lowest Current Rates.

W. H. TRENCHARD DAVIS, Branch Manager & Underwriter.

Hongkong, June 9, 1905. 1128

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.

HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.

T. E. P. SPIROPOULOS, Proprietor.

Hongkong, February 15, 1905. 325

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.

FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 18, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

OUR OWN BRANDS:

HOME BOTTLED:
GREGOR & CO.'S IMPERIAL HIGHLAND WHISKY \$16.00
OLUB No. 1 WHISKY 18.00
ROYAL OLD LIQUEUR WHISKY 24.00
OLD LIQUEUR 9.00
OLD LIQUEUR 11.00
HONGKONG, AUGUST 2, 1905. 2410

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE:—6, DES VOEUX ROAD.

REMOVAL SALE.

HAS NOW COMMENCED.

LANE, CRAWFORD & CO.

WILL OFFER FOR ONE MONTH ONLY THEIR STOCK-IN-TRADE (with exception of WINES, SPIRITS and GROCERIES), COMPRISING:

GENT'S OUTFITTING AND TAILORING GOODS,

HATS, BOOTS, UNDERWEAR, SHIRTS, etc.

LADIES' HATS, COSTUMES, etc.

CHINA and GLASSWARE, DINNER SETS, TOILET SETS.

EVERY DESCRIPTION OF ELECTRO-PLATED WARE

HOUSEHOLD and COOKING UTENSILS, CUTLERY, ENAMELLED WARE, and GENERAL HARDWARE, LAMPS, FENDERS, BRASSES, etc.

FURNISHING DEPARTMENT

BEDSTEADS, SPRING MATTRESSES, BEDDING, CARPETS, RUGS, CURTAINS, CRETTONNES, TABLE COVERS, HOUSEHOLD LINEN, TOWELS, etc.

PIANOS and MUSICAL INSTRUMENTS.

THE WHOLE OF THE ABOVE WILL BE OFFERED AT A REDUCTION OF 20 PER CENT.

FROM THE USUAL PRICES (FOR CASH ONLY).

LANE, CRAWFORD & CO.

STAG HOTEL,

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED; WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER.
Hongkong, November 3, 1904. 1985

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED. AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. TERMS REASONABLE. Apply to THE MANAGER.

Hongkong, June 21, 1905. 1151

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED. THREE MINUTES' WALK FROM POST OFFICE. SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE. 20, WYNDHAM STREET.

Hongkong, September 6, 1904. 1635

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2662

CHEAP CLEARANCE SALE PRIOR TO REMOVAL.

FAIRALL & CO.

Are offering the Whole of their Stock at exceptionally Low Prices.

SALE COMMENCES ON 26th JULY.

Hongkong, July 24, 1905. 2194

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

[2194]

THE CONNAUGHT HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES;—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Lifts. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply THE MANAGER.

[19]

THOMAS' HOTEL.

REDUCED SUMMER RATES.

BOARD & LODGING BY THE DAY \$3.00 AND UPWARDS. BOARD & LODGING BY THE MONTH \$80.00 AND UPWARDS.

All the Three Meals \$45.00 per month. Dinner & Dinner \$35.00 per month.

Tea alone \$18.00 per month.

For further particulars, apply to THE MANAGER.

Hongkong, July 15, 1905. 1410

'NESTOR'

SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW BOOKS.

From TOKYO to TIFLIS: Unconsoled Letters from the War, by McKenale. Numerous Illustrations from Photographs ... \$1.00

POPULAR BOOKS: BOUND IN CLOTH, 90 CENTS EACH.

Oliver Twist, by Dickens. Shirley, by Brontë. Night and Morning, by Lytton. Westward Ho, by Kingsley. Heart of Midlothian, by Scott. Blackinton, by Lever. Scorial Letter, by Hawthorne. Konigsmuth, by Scott. Ingoldsby Legends. Fathinder, by Cooper. Uncle Tom's Cabin. Adam Bede, by Eliot. Mill on the Floss, by G. Elliot. Barnaby Rudge, by Dickens.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT

MERCHANTS,

15, QUEEN'S ROAD

ESTABLISHED 1862

Hongkong, August 2, 1905.

intimations.

8, RUE VIVIENNE, 8
Paris
For Sale by A. S. WARREN & Co. (Limited)

FRIDAY, AUGUST 4 1905.

is consumed from year to year in the manufacture of cordage, the American self-blender that is harvesting grain in the north-west, in the plains of Canada, and in the pampas of the Argentine Republic and in the great new wheat country opened up by the Siberian Railway, is constantly calling for twine, and none is so good as that manufactured from the fiber of the "musa textiles," or Philippine hemp plant.

The qualities that make it particularly valuable for these purposes are its strength, pliability and its ability to resist the deteriorating influences of the weather. It retains its strength for a long period after being exposed to sun and rain, while most other fibers, used as substitutes, will scarcely hold the sheaf together long enough to reach the threshing. The fiber of the sisal hemp of Yucatan, and of the jute from the plateau of Mexico is strong and resists the weather well but is harsh and wanting in the pliability that is characteristic of Manila hemp.

This fiber is the product of a wild species of the plantain or banana plant, very similar to those which bear edible fruit, and is found quite generally distributed throughout the archipelago, being produced in Luzon, Leyte, Samar, Cebu, Mindanao, Marinduque, Negros, Panay and Mindanao. The province of Albay, in the island of Luzon, is especially dedicated to this industry. The plant, though requiring a considerable amount of moisture, will not thrive on swampy land, its favorite habitat being well watered slopes where the drainage is good, and like other plants, should be protected from the direct rays of the sun while growing. Richness of soil does seem to be essential to its proper development, as it is sometimes found growing on the slopes of volcanic formations that have not yet been sufficiently disintegrated to make good deep soil. The slope of the beautiful Mayon volcano is the very center of the hemp producing district of Albay.

The value of the plant lies in its leaves, the petioles or lost stalks which contain the long, white fibers for which it is so widely cultivated. There are many varieties of the plant, in some places as many as fourteen being recognized, which differ in their positions in the color, shape, the number of shoots that spring from the roots, as well as the strength and development of the fiber. In Albay experts distinguish varieties by the size of the stalk, the shape and size of the leaf and especially by the strength of the fiber. No systematic and enlightened effort has ever been made to develop by cultivation the desirable qualities of the plant, as has been done with oranges, coffee, and many other desirable growths.

It is a fact worthy of note that hemp has not been cultivated in other countries where similar climatic conditions obtain. It is thought by those who have given some attention to the subject that the failure to transport the industry to other countries is due to the fact that the hemp derived from the non-adaptability of the plant—for it has been grown successfully in the botanical garden at Saigon, in Cochinchina and also in British India—as to the fact that the successful treatment of the fiber is peculiar to the natives of the Philippines, an art acquired through long years of practice. There are few crops less exposed to accident than hemp. Dry weather may parch the growing plants, but with the rainy season as regular as the tides, this risk is small indeed. The dense protecting forest growth shields the plants from hurricanes, while the highlands on which it grows are free from inundation. Fire can make no headway among the great green leaves and moist stems. Locusts, which sometimes devour the plant, and beetles and other insects harm it but little.—New York Commercial.

TWO CAPE COLONIALS

Center of Investigation by Mother's Syrup, after three years of suffering.

No man or woman living in Stellenbosch or Queenstown, Cape Colony, and who is afflicted with indigestion, should suffer any longer if they will read the following letters of Mr. Bernard John Bergstedt and Mrs. Ann Fechter and act upon the information and advice which these letters contain. The advice is to buy and use Mother's Syrup! Mr. Bergstedt and Mrs. Fechter are both young people, but each had endured three years of wretchedness from the unfortunate condition of their stomachs before they found the remedy that finally relieved and cured them. It is an old saying, "What is one man's meat is another man's poison," and so ordinarily it is with medicines. But Mother's Syrup has secured hundreds of thousands of cures of indigestion in all of the many forms it assumes, and with all the various symptoms, just look over the two letters and you will receive different symptoms are mentioned by the writers, but the complaints gave way before the curative power of this sovereign remedy, after other medicines and even medical attendance had failed.

Mr. Bergstedt lives at Railway Station, Stellenbosch, and is a Colonial born in Cape Town. He is now a roads foreman in the service of the Cape Government Railway. In his letter, dated December 23, 1901, he says: "For over three years I suffered all the torments of acute indigestion. My appetite was very poor, and after meals I had severe pains and a weighty feeling on my chest. I got little sleep at night. At intervals I had a feeling as though the blood had left every part of my body and numbness to my head. After these attacks I always felt weak and depressed. I obtained medical advice, but the medicine I took might as well have been thrown away."

"A friend of mine asked me if I had used Mother's Syrup. I remembered, at once, seeing on our station platform a plate reading: 'Mother's Syrup Cures Indigestion,' and I immediately decided to give it a trial. I bought a bottle of the Syrup at Jorring's Chemist Shop, and I am pleased to say, after finishing the first bottle I felt relieved and decided it would cure me, and my decision was correct, as I stand by Mother's Syrup for indigestion, as mine was very severe, and I will always speak well of it."

"Mrs. Fechter lives in Komani Square, next to Sept. Native Location, Queenstown O. C., and her letter is dated January 13th, 1905. She is a native of Albion, O. C., and was born on her father's farm, near a Poppleman Kloof. "Three years ago," she writes, "I suffered from severe pains under my heart, caused by the pressure of wind in my stomach and later these pains grew into headaches always came with them. My bowels were never in real good order, having at all times to resort to purgatives. I could retain nothing in my stomach, and my condition came worse day after day. My condition became so serious that it was necessary to obtain medical advice, but I derived no actual benefit from the medicines prescribed for me."

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders.
No. 51, DES VŒUX ROAD CENTRAL.
Hongkong, March 14, 1905.

HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. H. NEWBOLD, Proprietor.

Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905.

TAKE HOLLOWAY'S PILLS

For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DISTINCTION.	MAIL DUE LONDON ABOUT.	DUE.
Aug. 9	M. M. Tonkin	Marseilles	Sept. 6	Sept. 9
Aug. 12	P. & O. Comorand	London	Sept. 10	Sept. 17
Aug. 16	G. M. S. Prinz Heinrich	Hamburg	Sept. 10	Sept. 27

CANADIAN MAIL.

DEP.	STEAMER.	DISTINCTION.	MAIL DUE LONDON.
1905		Vancouver.	1905
Aug. 9	C. P. R. Athenia	do.	Oct. 28
Sept. 13	do.	do.	Oct. 26
Sept. 20	do.	do.	Nov. 23
Oct. 18	do.	do.	Dec. 21
Nov. 15	do.	do.	Jan. 18
Nov. 23	do.	do.	Feb. 10
Dec. 13	do.	do.	Jan. 18
Jan. 10	do.	do.	Feb. 10

AMERICAN MAIL.

DEP.	STEAMER.	DISTINCTION.	DUE.
1905		San Francisco.	1905
Aug. 11	O. & O. Doris	do.	Sept. 15
Aug. 18	P. M. S. Manchuria	do.	Sept. 23
Sept. 1	P. M. S. Korea	do.	Oct. 10
Sept. 12	O. & O. Optic	do.	Oct. 24
Sept. 26	P. M. S. Siberia	do.	Nov. 3
Oct. 6	P. M. S. Mongolia	do.	Nov. 14
Oct. 17	P. M. S. China	do.	Nov. 14

AUSTRALIAN MAIL.

DEP.	STEAMER.	DISTINCTION.	DUE.
1905		Sydney.	1905
Aug. 9	E. & A. Empire	do.	Aug. 30
Aug. 14	O. N. Thinaid	do.	Sept. 27
Sept. 6	R. & B. Eastern	do.	Oct. 19
Sept. 19	O. N. Changsha	do.	Oct. 19

For Sale.

LAND FOR SALE.

E. L. No. 117.

MOUNT KELLET, PEAK.

THIS Piece of Land is suitable for building a European house with Tennis Courts, and commands a fine View of Harbour.
Apply to SANG LEE & CO., Contractor,
No. 59, Des Vœux Road Central, 1st Floor.
Hongkong, July 22, 1905. 1402

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on SATURDAY, the 5th August, 1905, at 2.30 P.M., at his Sales Rooms, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS, Comprising: FINE CHRONOMETER, BROWNS, PENCILS, PICTURES, CUT VELVET, KAKEMONOS, and EMBROIDERED SCREENS, &c., &c., &c.
TERMS OF SALE:—As Customary.
V. I. REMEDIOS, Auctioneer.
Hongkong, August 2, 1905. 1488

Hotels.

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the MANAGER.
Hongkong, June 10, 1905. 1229

VICTORIA HOTEL,

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL,

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.
Every Comfort and Convenience for Residents and Tourists.
W. FARMER, Proprietor.
Hongkong, June 6, 1905. 482

THE BEST BILLIARD TABLES IN THE COLONY ARE AT THE KOWLOON HOTEL, KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE, Proprietor and Manager.
Hongkong, November 22, 1904. 137

ZETLAND HOUSE,

SUPERIOR ACCOMMODATION. (Opposite Court House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
Mrs. WATLING, Proprietress.
Hongkong, July 27, 1904. 1374

Dentistry.

Dr. M. H. CHAUN,

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, July 22, 1905. 1386

KWAN LEE SHEUNG,

DENTIST.

(STUDENT OF DR. G. O. ROGERS).
TAI SAN STREET, CANTON.
March 10, 1905. 513

S. I. TING,

Surgeon Dentist, No. 14, D'ARQUILL STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1905. 628

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.
ELECTRIC and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904. 1379

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Form for receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 5 p.m.
G. M. BAIN.
"CHINA MAIL" Office, May, 1904.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alectry	despatch-boat	1790	12	2000	Comdr. Richard M. Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	18	16,500	Capt. H. M. Dumas	Weihaiwei
Arun	torpedo boat destroyer	450	4	7000	Lt.-Comdr. R. Honniger-Heaton	Shanghai
Astraea	cruiser, 2nd class	4300	10	7000	Captain L. G. Tufnell	Weihaiwei
Bongavento	cruiser, 2nd class	4300	10	7000	Capt. H. H. Torlesse	Yangtze
Cadmus	water tank and tug	1070	6	1400	Comdr. Luard	Hongkong
Cherub	sloop	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Yangtze
Clio	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. H. E. Sullivan, R.N.	Weihaiwei
Das	cruiser, 1st class	11,000	18	16,500	Capt. H. W. Savory, R.N.	Weihaiwei
Diadem	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. R. H. Bath	Weihaiwei
Erne	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. Lewis	Weihaiwei
Etrich	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. A. F. Everett	Weihaiwei
Fame	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. Stevenson	Singapore
Glory	torpedo-boat destroyer	550	6	7000	Captain Hon. Walter G. Stopford	Weihaiwei
Hamby	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. J. May	Hongkong
Hart	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. Richards	Weihaiwei
Hecla	Special Torpedo-boat	4400	—	2400	Capt. E. P. B. Charlton	Weihaiwei
Hogoe	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Weihaiwei
Iphigenia	cruiser, 2nd class	3600	8	8000	Captain W. B. Pauckner	Weihaiwei
Ischen	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. O. Seymour	Weihaiwei
Janus	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. W. H. Darwall	Hongkong
Kinshu	river gunboat	616	4	1200	Lt.-Comdr. R. V. R. Dugmore	Yangtze
Moorehen	river gunboat	180	2	800	Lt.-Comdr. F. B. Noble	West River
Otter	torpedo boat destroyer	250	0	6300	Lt.-Comdr. J. Kiddle	Weihaiwei
Rambler	Surveying-boat	835	6	650	Comdr. C. E. Moure	Surveying
Robin	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Com. H. T. Atay	West River
Sirius	cruiser, 2nd class	3600	8	8000	Capt. O. H. H. Moore	Singapore
Snipe	river gunboat	85	2	240	Lt.-Comdr. Davidson	Yangtze
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain Wm. L. Grant	Weihaiwei
Taku	torpedo boat destroyer	250	0	6500	Ross	Hongkong
Tamar	torpedo boat destroyer	465	2	600	Commodore Dicken	Yangtze
Tal	river gunboat	355	6	6300	Lt.-Comdr. A. Gregory	Weihaiwei
Virago	torpedo boat destroyer	620	—	450	Comdr. R. W. Glenzie	Surveying
Waterwitch	torpedo boat destroyer	360	8	6900	Lt.-Comdr. O. E. L. Thomas	Weihaiwei
Whiting	river gunboat	195	2	800	Lt.-Comdr. G. B. Spicer-Simson	Upper Yangtze
Widgeon	river gunboat	160	2	500	Lt.-Com. C. W. Wrightson	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lt.-Com. Jno. F. Knox	Upper Yangtze
Woodlark	river gunboat	150	2	500		

* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Aspern	Austro-Hungarian cruiser	2427	20	7300	Capt. Friedrich Grusenberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8900	Captain Miti Franz	Shanghai
Archon	French armoured gunboat	1796	10	1700	Comdr. Lefebvre	Salon
Alouette	French gunboat	220	7	400	Lieut. A. Varney	Salon
Argus	French gunboat	123	—	500	Lieut. Crepin	Hongkong
Aspie	French gunboat	475	4	450	Lieut. Journal	Salon
Avalanche	French gunboat	140	6	150	—	Haliphong
Bengali	French gunboat	550	6	400	—	Salon
Bugard	French cruiser	2740	29	9000	Capt. Leclerc	Salon
Cassette	French gunboat	140	5	150	—	Salon
Cassette	French cruiser	8018	18	17,000	Captain V. Poldons	Salon
Cassette	French gunboat	425	4	433	Commander Lonel	Haliphong
Comote	French gunboat	690	10	900	Commander L'Eost	Salon
Decided	French cruiser	4000	31	9500	—	Haliphong
D'Assas	French gunboat	—	—	—	—	Salon
Estoc	French gunboat	350	7	303	Lieut. Jehenne	Haliphong
Frederic	French destroyer	9376	38	20,200	—	Shanghai
Gladstone	French cruiser	—	—	—	—	Haliphong
Honri Riviere	French gunboat	307	7	300	Lieut.-Comdr. Beausant	Haliphong
Javeline	French destroyer	1250	6	2200	Commander Lo Goller	Shanghai
Korsair	French gunboat	9700	19	18,600	Captain Oza	Haliphong
Montcalm	French gunboat	350	7	300	Lieut. de Veau Prat	Along Bay
Mosquet	French torpedo-boat	—	—	—	Capt. Henrat	Yangtze
Olney	French gunboat	4015	27	8500	Comdr. Sannes	Hongkong
Pasco	French cruiser	350	7	300	Lieut. de Woorth	Salon
Piculet	French torpedo-boat	9437	8	6071	—	Along Bay
Redoubtable	French cruiser	1795	10	1700	Capt. Vincent	Shanghai
Styx	French cruiser	9856	20	20,000	Captain Gribetean	Yangtze
Sully	French cruiser	629	2	600	Lieut. Holgro	Along Bay
Surprise	French gunboat	—	—	—	—	Hongkong
Taking	French gunboat	6150	23	4560	Captain Blonde	
Vauban	French cruiser	123	7	500	Lieut. Carol	
Vigilante	French gunboat	—	—	—	—	
	German flag-ship	11,000	36	14,000	Captain Prowe	Taiwan
Fürst Bismarck	German cruiser	1776	15	2800	Comdr. von Staudt	Singapore
Geier	German cruiser	6230	34	10,000	Capt. Weber	Taiwan
Hanza	German cruiser	6500	37	10,000	Capt. Baron Schlammann	Singapore
Hortha	German cruiser	1000	10	1300	Comdr. Baron von M. Hüllessem	Shanghai
Illis	German gunboat	850	10	1344	Comdr. Kiebo	Nanking
Jaguar	German gunboat	1000	8	875	Comdr. Krenkow	Hankow
Luchs	German gunboat	1640	15	2500	Comdr. von Grumbkow	Manila
Möwe	German gunboat	2860	24	8000	Comdr. Perates	Taiwan
Seeadler	German cruiser	900	10	1300	Captain Volt	Taiwan
Thetis	German gunboat	170	5	1200	Comdr. Debeling	Anoy
Tiger	German gunboat	170	5	1200	Comdr. Gishber	Canton
Teintant	German gunboat	—	3	500	Lieut. Schah	Shanghai
Vorwärts	German gunboat	—	—	—	—	
	Italian cruiser	2300	10	7471	Captain Borea Ricci	Shanghai
Elba	Italian cruiser	3600	29	7000	Captain Proubetero	Shanghai
Marco Polo	Italian cruiser	2498	29	7000	Capt. Pasotto	
Fuglia	Italian cruiser	—	—	—	—	
	Portuguese cruiser	1860	14	4000	Captain d'Antas Ribeiro	Macao
Adamastor	Portuguese gunboat	720	18	—	Captain Coutinho	Macao
Din	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	
Vasco de Gama	Portuguese cruiser	—	—	—	—	
	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Albaty	U. S. gunboat	1000	12	1227	Capt. Richter	Shanghai
Annapolis	U. S. gunboat	420	7	800	Lieut. Woodward	Manila
Bainbridge	U. S. torpedo-boat destroyer	4600	—	—	Capt. Sargeant	Manila
Baltimore	U. S. gunboat	420	7	8000	Lieut. Irwin	Manila
Berry	U. S. torpedo-boat destroyer	208	10	600	Lieut. Dismaker	Hongkong
Callao	U. S. gunboat	420	7	8000	Lieut. E. P. Jessop	Manila
Chancey	U. S. torpedo-boat destroyer	5213	19	7500	Comdr. Hugo Osterhaus	Wooming
Cincinnati	U. S. gunboat	420	7	8000	Lieut. Garnell	Manila
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Decatur	U. S. gunboat	650	10	6000	Lt. Comdr. J. Hood	Shanghai
Eleano	U. S. gunboat	1332	8	1908	Comdr. P. E. Sanyer	Manila
Holmes	U. S. gunboat	3990	6	3000	Captain Mahan	Shanghai
Monadnock	U. S. monitor	4084	4	5244	Comdr. J. B. Milhen	Cavite
Montory	U. S. monitor	3437	20	7600	Commander G. B. Harbo	Manila
New Orleans	U. S. cruiser	10,288	45	11,111	Captain Burwell	Manila
Oregon	U. S. cruiser	201	8	250	Ensign J. E. Bass	Cavite
Pampanga	U. S. gunboat	201	8	250	Capt. Bennett	Manila
Rainbow	U. S. gunboat	4600	14	7500	Capt. Davies	Shanghai
Raleigh	U. S. cruiser	3213	18	7500	Comdr. Marshall	Shanghai
San Francisco	U. S. cruiser	4008	27	8913	Captain Verry	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villalobos	U. S. gunboat	347	8	500	Lieut. H. A. Wiley	Shanghai
Wilmington	U. S. gunboat	1397	8	1894	Commander A. W. Dodd	Manila
	U. S. fleet-ship	12,000	50	12,000	Captain Glover	Manila

Ask for TANSAN

A NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,

The Clifford-Wilkinson

Tansan Mineral Water Co.,

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Per Case of 48 Pints \$6.50
Per Dozen Pints \$1.70
Per Case of 100 Bpils \$8.00
Per Dozen Bpils \$1.10

**Crisp,
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the
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THE Original and Genuine is J. Clifford
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ACTS gently, Acts pleasantly, Acts
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NOTHING like it, for depressed
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The only genuine TANSAN
Bears the name of

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H. PRICE & CO.,

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong, June 3, 1905. 15

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Fine Range of

LIGHT WEIGHT

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\$21.50 1/2 DOZEN.

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MOET & CHANDON 'Dry Imperial'

Per Case 1 Dozen Bottles \$57.00

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CHARLES LOUBET & Co., 'Extra'

Dry' Per Case 2 Dozen 1/2 Bottles 45.00

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J. & F. MARTELL'S * Per Case \$26.00

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FINE

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SAUSAGES.

MADE BY OUR OWN

ENGLISH BUTCHER.

Only 25 Cents a lb.

Hongkong, August 4, 1905. 1278

THE HONGKONG REGATTA.

In another column will be found some

interesting correspondence with refer-

ence to our leading article published

yesterday with regard to the Hong-

kong Regatta, chief among which

is a letter from the Chairman

of the Victoria Recreation Club.

In this letter Mr. A. Chapman

endeavours to justify the members of

the committee of the Hongkong

Regatta who are also members of the

V. R. C. committee, and we have no

objection to him doing that. What

we do object to however, is his assertion

that we wrote the article in question

without verifying our facts. Certainly

we did not go to Mr. Chapman,

the Chairman of the Committee of the

V. R. C., and a member of the

committee of the Hongkong Regatta,

but we took every precaution to

ascertain the actual facts from others

who thoroughly understand what has

taken place, and we found that the

V. R. C. as a club of long standing

had not received any communication

whatever from the Hongkong Regatta

requesting co-operation, nor did they

have an official intimation that their

thunder was about to be stolen in

December. Something regarding the

proposal was mentioned in an informal

way at a meeting of the V.R.C. com-

mittee, but we challenge the Chairman

of the V.R.C. to produce any document

in which the Hongkong Regatta Com-

mittee wrote to the V.R.C. and asked

them to co-operate in the organization

of one big regatta instead of the car-

naval annually held by the V.H.C. On

such a question, involving as it does

the prestige of the V.R.C., we hold

that the members of the V.R.C. are

entitled to a voice, and even if it is not

considered advisable that they should

express an opinion we think the com-

mittee at least should be asked to say

whether they would forego their usual

annual regatta and join in with the

Hongkong Regatta. That was not

done and if our information is reliable

and we have no reason to doubt it—

the committee never even voted to give

their entire support to the Hongkong

Regatta. It is not sufficient for four

members of the committee, who

arrogate to themselves the power

to decide for an organization like the

V.R.C., to say what should or should

not be done. Other members and the

public who support the V. R. C. deserve

some consideration, if only out of

courtesy, and that is what they did

not get. If the Hongkong Regatta

Committee believed that certain al-

terations in the annual procedure, which

has been in vogue for the past half

century, were desirable why did they

not formulate them and submit them to

the V. R. C. for consideration? That

would have been the fair thing and the

courteous thing to do, and we believe

we are right in saying now that had

they done so—as we hear H. E.

the Governor wisely suggested—the

whole of the members of the

V. R. C. would have approved the

idea and given it their whole-heart-

ed support. We have not the slight-

est doubt but what they will do that

now if they are treated properly, and

as for ourselves we can say—and have

said before—that we believe it would

be better for sport in general did the

annual regatta rest with those nomi-

nated by the Governor to organize and

manage it. What we complain of—

and we maintain we are justified in

doing so—is the fact that the Hong-

kong Regatta committee have not con-

sulted the V. R. C. as a club, but have

acted in a way which would suggest

to anyone not in the inner circle

that they were bent on crushing the

V.R.C. We have spoken up for the

members of the V.R.C. and the club's

outside supporters, and we did not

speak until we were satisfied that

the V.R.C. had not been asked

to say yes or no on the subject.

Fuller investigations to-day convince

us that the V.R.C. was ignored, but

not wilfully, some of the committeemen

taking it upon themselves to think for

the remainder of their fellows, and now

that the matter has been aired we feel

sure they will do the proper thing by

those who have not the opportunity

to raise a voice, and the matter will

pass off amicably. We have no desire

to upset the arrangements of the

Hongkong Regatta; all we desire is

fair treatment to the oldest sporting or-

ganization in the colony. All true

sportsmen will admit our right to ask

for that.

False Weights.

Four stall holders from the Central

Markets were proceeded against, at the

Magistracy, this morning, by Inspector

Withers (Inspector of Weights and

Measures) for having unjust scales on their

premises. Three of the scales were Euro-

pean and the other Chinese. One of the

former operated 75 per cent to the pre-

judice of the customer and the other three

to 5 per cent each. The owner of the Chinese

scales, who was stated to be a man doing a

large business, was fined \$100, with the

alternative of two months' gaol. The other

three defendants were also ordered to pay

similar fines.

Band at Hongkong Hotel.

By kind permission of Major B. H.

Pedley and Officers, the Band of the Se-

cond Battalion, 'The Queen's Own' (Royal

West Kent Regiment) will play the

following programme of music during dinner

at the Hongkong Hotel, on Saturday next,

5th August 1905.

Owing to the band having a later engage-

ment the B and hours will be from 7.10 p.m.

to 8.45 p.m. instead of the usual time.

PROGRAMME.

March..... 'Austria'... Nowotny

Overture..... 'La Sirene'... Aubert

Volcs..... 'The Choristers'..... Phelps

Selection from..... 'The Earl and the

Girl'..... Cyril

Three Dances from..... 'Henry VIII'..... Gorman

Twostep..... 'Happy days in

Dixie'..... Mills

GOD SAVE THE KING.

The best kind of politeness is that

which considers feelings, not forms.

Most artists and writers would labor

for the joy of the working if they could

afford it.

For the encouragement of promising young

artists in either of the two annual Exhibi-

tions, the French Minister for Public

Instruction has decided to devote \$12,000 a

year.

Elephants in the Indian Army are fed

twice a day. When meal-time arrives they

are drawn up before piles of food. Each

animal's breakfast includes 10 lb. of raw rice

done up in five 2 lb. packages. The rice is

wrapped in leaves and then tied with grass.

MANY a person's life is rendered min-

orably by distressing weakness that can

be quickly cured by the use of a good blood

builder and tonic—such as Stearns' Wine

of Cod Liver Oil. This remarkable remedy

produces a wonderful result.

Mrs. Clayton Glynn, author of the 'Tales

of Elizabeth' and 'Vicissitudes of Eran-

line', gets many of her peeps into the life

of the smart set as the sister of Lady Duff-

Gordon, who is better known in London as

the famous Court-dressmaker, 'Mina

Facille'. The ladies are daughters of the

late Mr. Douglas Sutherland, of Toronto.

Prominent West India Merchant

Attacked by Pneumonia.

SOME time ago my daughter caught a

severe cold. She complained of

pains in her chest and had a bad cough. I

gave her Chamberlain's Cough Remedy

according to directions and in two days she

was well and able to go to school. I have

used this remedy in my family for the past

years and have never known it to fail.

—Mrs. J. J. Prudden, West India Merchant.

For sale by All Dealers, Watson & Co.,

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honor Mr. A. G. W. W. P. J. Judge.)

Friday, August 4.

CASES SET DOWN FOR HEARING.

Among the most important cases set down for hearing this morning were:—

A. Ohe and Co. v. Chan Ho Cheung (Mr. Beavis for defendant, Mr. Master for plaintiff) \$475.10. Tuesday.

Sam Ho v. Chan Ho Cheung (Mr. Beavis for defendant, Mr. Master for plaintiff) \$260.03. Tuesday.

W. T. Seabrook v. W. A. Scott (Mr. Stephens for defendant, Mr. Master for plaintiff) \$1000. Thursday.

Lai Sam Tung v. The Yuk On s.s. Co. Three claims of \$100 each.

Wai Sam v. the Wing Wo firm (Mr. Holborn for plaintiff) \$685.52.

The Wing Fuk Loong sued the Po Cheung for \$49.21, being money due for goods sold and delivered. Plaintiffs were drawers and defendant ordered certain goods which were delivered at the Po Cheung. The Po Cheung's manager stated that it was not his hands that received the goods. His consignment had a share in the shop but she had returned to her family.

Judgment was given against the Po Cheung, the Pseudo Judge remarking that plaintiff would have to find out who was the Po Cheung.

SPORTING.

V.R.C. Swimming Fete.

The first swimming fete of the season will take place on Saturday, August 26, at the V.R.C. enclosure, Kowloon, when the new course will be available for racing purposes for the first time. This course is a great improvement on the old one and the alterations to the match pavilion will enable spectators to view the races with comfort. So far the programme has not been finally decided upon, but the proposal is to carry out the undermentioned.

TWO-LENDERS HANDICAP.

RUNNING HEADS FROM STRENGTH.

HIGH DIVING COMPETITION.

LONGEST STAY UNDER WATER.

PUSHING THE BARREL.

TEAM RACE.

WATER POLO MATCH.

It will be noticed that two of the items are new to Hongkong, viz., pushing the barrel and the staying under water competition. The former is looked forward to as providing the comic element, and if carried into effect should prove amusing. Two sides will be chosen, say of six men each, and a large barrel will be placed in the centre of the bath. Both teams will start from opposite ends of the bath to where the barrel lies, the object being to roll the barrel to the other end of the bath. Staying under water is simply an endurance test.

The ladies of the Colony will be invited to attend the fete, which will set as an appetiser for the Annual Swimming Sports which are timed to take place in September, about the 12th.

KIERAN DEFEATED.

At Highgate Ponds, on July 1, B. B. Kieran, the Australian champion swimmer, was defeated in the mile championship of England by D. Billington (Scot S. O.). Kieran led for the first hundred yards, attended by Billington, but at the half-mile the two champions were level. England's representative then drew away and the Colonial was beaten by forty yards, the time being 24 min. 42 sec, being 13 sec faster than the previous English best. The world's record is 23 min. 16 sec, held by Kieran.

Running.

THURSDAY DEPARTED.

A Shrubb, England's Champion long-distance runner, was defeated by J. Smith (Salford and Bradford Harriers) at Stamford Bridge on July 1st, the event being over four miles course. There were seven starters and Shrubb went to the front from the pistol shot, leading for the first mile. Smith was running well but was some distance behind the champion, whom he was overhauling. At less than the half distance Smith was very close to Shrubb and after remaining close behind for a while he took the lead in the second mile. Then Shrubb, who was not running with the freedom of action which characterised Smith, stumbled and fell, regaining his feet when Smith was about forty yards ahead. The champion tried to overtake the leader but failed to make an impression and (as the referee remarked) "developing a limp in the right leg retired." Smith won easily, the time being 24 min. 54 sec; (the record for the distance is 19 min. 23 sec, held by Shrubb).

Rifle Shooting.

VOLUNTARY COMPETITIONS.

At the Tai Hang range on Saturday last the Left Half of No. 1 Company, H.K. V.O., completed a series of handicaps for two cups presented by Lieut. J. W. Oliver and Second Lieut. J. T. Hayton. The results were that Gunners A. B. Rogers and F. W. Purling (both scratch men) each won a cup.

COLLISION OFF CAPE COLLINSON.

Dook Launch Sunk.

A collision occurred yesterday morning between the steamer "Thyra" and the Dock Company's launch, "No. 4," which resulted in the sinking of the latter. The "Thyra" was approaching the harbour and was off Cape Collinson at the time while the Dock Company's launch was close along side and by some means came into collision with her. The launch got under the steamer's counter and then another launch came to her assistance and towed her off. She was, however, badly damaged and settled down by the head until she disappeared in 18 fathoms of water. The members of the crew were taken off by sampans that were in the vicinity and no lives were lost.

CORRESPONDENCE.

THE HONGKONG REGATTA.

(To the Editor of the "CHINA MAIL.") Sir,—Your article on the question of the Hongkong Regatta in last evening's issue touches a very tender chord in all lovers of sport in the Colony, and if what you say is true regarding the decision arrived at by a committee to hold a Hongkong Regatta in December without consulting members of the V.R.C. and other sporting clubs, we are truly drifting downwards. It appears that the mother institution where all the youth of the Colony are taught is getting too humble for the Committee of the Hongkong Regatta nowadays, and nothing less than a "Royal" club, and a "Royal" that club is considered any class for the promoters of any sport. Royalty is very good in its own place, and we humbly bow to it, but when it begins to conflict with "old custom" and rights of citizenship, we are apt to kick. The V.R.C. has carried out the annual regatta successfully in the Colony for the last 60 years and why an attempt should be made to boycott it now requires a little explanation. If the Club is too small a concern to run regattas to the liking of the promoters of a Hongkong Regatta well let them stand clear and look on as they have no doubt done in years past, and allow those who understand the wants of the Colony to do the work. There can be nothing more ridiculous to begin with than to expect a rowing or sailing in Aberdeen Harbour, where, during Spring tides, a four or five knot current runs, and a spot which also allows an idea that competitors will be left lonely and select if the regatta is held there. To invite inter-club competition in one day's sport is surely novel, especially if competitors have to travel from Japan and Singapore, then to Aberdeen, via the new road round the Island, if Victoria Harbour is not sufficient for the purpose, Kowloon Bay is in close proximity and offers every advantage that an ocean swimmer requires over the measured mile, which is already laid down, and the probability of a sweeping tide to carry him home. But before it is decided as to where the regatta should be held the committee should decide to obtain the co-operation of all institutions who take part in sport, and make it a couple of days of good and true sport, worthy of the Colony and worth while for outsiders to visit us. That is what the Committee of the Hongkong Regatta should have aimed at, rather than attempt to crush out the V. R. C. by force of opposition.—Yours, etc.,

HONGKONG, August 4.

(To the Editor of the "CHINA MAIL.") Sir,—With reference to the leading article in your issue of last night, will you permit me to state that the Hongkong Regatta and Victoria Recreation Club are in perfect harmony and accord, and that from the inception of the Hongkong Regatta to His Excellency the Governor has consulted with the V. R. C. The date and all other arrangements for the Hongkong Regatta were settled with the co-operation of my Committee. I would point out that as much protection by the law as a citizen of the United States, and is paid four times as much for his labor as he does in any of the Oriental Colonies, and Gullies make fat sums in contracting with the canneries, fruit growers, etc., etc., to furnish Chinese labor, for it is impossible to hire any great number of coolies except through the Gullies, and there are the people who are anxious to have the coolies come to America, where there is an abundance of employment to be obtained. In my opinion, this is not a merchants' fight at all, but is backed up by the persons who have made their living and fortunes by dishonest methods, for the merchants certainly do not care whether the coolies are exploited from America or not, as he has nothing in common with the coolie and no regard for his interests, and it is a certainty that the number of real bona-fide merchants going to America is insignificant, as compared with the number of coolies. Yours, etc.,

ARTHUR CHAPMAN, Chairman, Victoria Recreation Club.

HONGKONG, August 4.

(To the Editor of the "CHINA MAIL.") Sir,—Referring to your leading article in yesterday's issue on the subject of the forthcoming regatta, there is one point which I would like to direct your attention to, and one which I consider to be the worst feature of the whole matter. On the committee of the V. R. C. are certain members who are also on the committee of the Hongkong Regatta, which I submit is far from being in the best interests of both institutions. When two concerns whose interests are opposed to each other are opposed in the sense of a likelihood of dates clashing—arranged by separate committees or boards there is every reason to expect that they will each have equal opportunities; when members of one board or committee accept seats on the other, the prospect of one getting a preference over the other is great indeed, and this is what has happened here. I venture to submit that some of the committee-men of the V. R. C., while still retaining their position, acted in similar capacity at the recent Hongkong Regatta, and, for all I know to the contrary, are still on the latter regatta committee. That I am bold to affirm, is the matter in a nutshell. As we know the Hongkong Regatta—backed up as it is by His Excellency the Governor (who, by the way, is a member of the V. R. C.)—will gain the support of the bulk of the residents, for who will subscribe to two regattas?—Yours, etc.,

V. R. C. HONGKONG, August 4.

CORRESPONDENCE.

THE AMERICAN BOYCOTT.

(To the Editor of the "CHINA MAIL.") Sir,—As a constant reader of your paper, I have been following the progress of the Chinese Boycott of American products with much interest, and as an American of 17 years, I wish to make a few remarks, which I leave to your discretion as to whether you publish or not.

The Chinese people have brought upon themselves the strict regulations instituted by the American Immigration Agents, by their indiscriminate and wholesale issuing of fraudulent certificates to coolies, who were being admitted into the United States as merchants, and this has become so extensively practiced that it was found that about nine out of ten who held these certificates were in reality coolies and would go to work as such just as soon as they were admitted. To distinguish a coolie from a merchant is no easy task, when he is decorated in long robes, and the only means of checking the evil was to institute a rigid examination and make the so-called merchant produce the proper credentials, otherwise reject him and have him deported to his own country. In my opinion, the United States should exclude all Chinese until the Chinese Government is prepared to stop officials into office who will stop the fraudulent issuing of certificates for a money consideration. At the present time, any coolie who can induce the guide to put up the money, or can put it up personally, can secure a merchant's certificate, apparently, and there is no doubt a great revenue derived from this illegal traffic, which is divided amongst the officials and agents, and it is very easy to understand why they dislike to have the American Government stop the immigration of Chinese. It is not for the love of their brother Chinese, but it cuts off a great "squeeze piggy," and it is an old saying, "when you touch a Chinaman's pocket book, you touch his heart."

Why don't the Chinese boycott Canada and Australia? These countries, if I am rightly informed, make no distinction between merchant coolies, and such must pay the head tax, which is not a trifling sum, about \$500. The reason is very apparent; the officials and Agents have no chance to make a "squeeze" out of the Chinese going to Canada or Australia, and the heavy head tax has practically stopped the coolie traffic to these countries, while it has been steadily going on to America, not legally, but the wily officials and guides have found means to evade the laws of the United States and have been working it to the limit, and now to find this very profitable business cut off has brought about the American Boycott, which by the aid of the Chinese Press and the untruthful statements circulated by these Chinese guides, etc., has secured going on to American, not legally, but I believe, if I alone will bring on international complications.

The American Government has been too liberal with China. She should not have given back the indemnity, for to a Chinaman, this is a sign of weakness or fear and they will invariably take advantage of such treatment. What the U.S. should do is to serve notice on China that unless they stop this boycott they will not only exclude all Chinese but they will also banish all those that are already in America and the Island Possessions, and I venture this would cut the boycott in the bud, and whatever the outcome of it was, China would lose more than America by this course. The Chinese have practically not only boycotted American goods, but have also boycotted American ships, which means they will have to leave China if this thing continues, as they will be unable to do business. This has been instigated by the officials and guides, and should be checked-mated by the United States promptly, and as an American, I hope the United States will stand firm, regardless of what a few merchants may say by the way, it is the exclusion of all Americans from Chinese territory. America has stood for the integrity of China more prominently than any of the other powers, and this is the thanks she gets for her friendship.

It is amusing to read the proclamation of the Empress Dowager, wherein she refers to the Chinese in America as her "poor children." I wonder if this charitable (?) old lady ever thinks of "her poor children" in her own country, being tortured to death by the most horrible methods.—As a matter of fact, the Chinese who are fortunate enough to get into the United States are not anxious to leave, until they are ready to come home to die or have made their fortune, and any Chinaman in America has much protection by the law as a citizen of the United States, and is paid four times as much for his labor as he does in any of the Oriental Colonies, and Gullies make fat sums in contracting with the canneries, fruit growers, etc., etc., to furnish Chinese labor, for it is impossible to hire any great number of coolies except through the Gullies, and there are the people who are anxious to have the coolies come to America, where there is an abundance of employment to be obtained. In my opinion, this is not a merchants' fight at all, but is backed up by the persons who have made their living and fortunes by dishonest methods, for the merchants certainly do not care whether the coolies are exploited from America or not, as he has nothing in common with the coolie and no regard for his interests, and it is a certainty that the number of real bona-fide merchants going to America is insignificant, as compared with the number of coolies. Yours, etc.,

AMERICAN.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 4th at 11.15. The barometer has fallen slightly in the North and risen a little in the South.

Pressure is highest exceeding the normal by two tenths of an inch over the Sea of Japan. Gradients are slight over S. China, and light S.W. winds may be expected in the Formosa Channel, and light E. and variable winds over the N. part of the Sea. Forecast—Light variable winds and calm; showers to fair.

Nothing That Will Take Its Place.

WE have used Chamberlain's Colic, Cholera and Diarrhoea Remedy in our family for years for all bowel troubles, and it always gives the best of satisfaction. We never could find anything to take its place.—D. S. BOON, editor and proprietor of the "Editor, Times, U.S.A." For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

SIDELIGHTS ON CHINA.

Meeting of Two Celebrated Men.

Poor Kang Yu-wei! An exile from his country, with a price on his head were surely a hard enough lot to endure, but his visit to Zion City must have eclipsed all his previous privations. What worse fate can befall a man than to have his portrait circulated broadcast in cheap coloured prints, clashing the hand of the First Apostle, and Leading Prophet of the pork-tubing city? It is hardly surprising that no amble adorns his features. When a man claims so high a position as Dowie one would have thought that an exiled official would seem very small fry to him, but, on the contrary, we find him lauding Kang Yu-wei with a fulsome flattery which must even have struck that personage, brought up in a country where polite phrases are the order of the day, as being a little overdone. A special meeting was convened in Zion City Tabernacle to welcome him on Wednesday, the 24th of May. The First Apostle preached a sermon on Kang Yu-wei's virtues, which was simply a string of panegyrics, and the exile must have blushed at the number of virtues ascribed to him by his sycophant friend. Possibly he was surprised to find how many virtues he possessed. But not only does the (according to Dowie) ex-president of the Tzu-chi Yamen come in for his share of praise. The illustrious virtues of the Chinese Emperor are expatiated on in a way that would make his ears tingle, and some interesting points of the inner history of the Chinese Court are thrown in. We learn that the Emperor was deposed for basing himself on the Empress's favourite eunuch and that when she heard of it she went and slapped his, the Emperor's, face. The quarrel of the Servant Court were child's play to Dowie's sidelights on the Chinese Court. No name is too bad for the Empress, and after pulling her character to pieces the First Apostle indulges in an outburst of ecstasy which would have done credit to a stump-orator in Hyde Park.

"Listen, Empress Dowager!" he says, "My voice reaches across the ocean! If you harm a hair of Kuang Hsu's head, especially if you kill him, I will not lift a finger to keep the Chinese Empire Reform Association from marching on Peking, and forever sweeping away the Manchu Dynasty!"

We can imagine the poor Empress's feelings when this message reached her. What a sleepless night she must have spent!

Mr. Kang Yu-wei was evidently so overcome by Dowie's oratory, that he could only reply in a few words—"expressing appreciation of the ability and piety of the First Apostle." The Zion official organ modestly puts it, "Perhaps, too, he also refrained from saying much because, as the Apostle remarked later, 'he is also looking forward to a long conversation with me to-night; and will be glad if I can sit up half the night with him.' Space forbids us giving any more extracts of the Apostle's interesting speech." The excited master's visit furnished him with material for an attack on Great Britain, a comparison between the Japanese and Chinese, to the detriment of the former, and the materialisation of the Yellow Peril Boogie—all in one sermon. Among other things he prophesies that in the event of H.M. Kuang Hsu's death, Mr. Kang Yu-wei will become Emperor. We think that is just as likely as that the gown of the Manchu dynasty will descend upon him.

What a splendid figure Elijah, the First Apostle, and Leading Prophet (if I had almost written prophet) would cut as Emperor of China! His reign, however, would not be popular with the Chinese if he issued an edict forbidding them to eat pork, in fact one can almost see him in exile for the reason as his friend Kang Yu-wei said, "to inaugurate reforms of too drastic a nature. No, the Chinese would not thank him for starting another Bacon controversy."—N.O. Daily News.

TREASON TO PROTECTION.

New York, May 27.—Secretary Taft has raised a tempest among tariff "standpatters" by announcing, with the concurrence of the President, that supplies for the Panama Canal will be bought in the cheapest market, whether American or foreign. This determination is denounced as "treason to protection" and un-American, by the extreme tariff men like Speaker Cannon. It immediately raises the issue of tariff revision, for if the Government will not buy at home no matter what the cost, the critics of the present tariff ask why the private consumer should find it blessed to buy at high prices American goods which the manufacturer is willing to sell to other people for much less. The decision was brought about by the attempt of some dealers here to charge excessive prices for supplies. The New York "Tribune," the leading Administration newspaper, quotes a "friend of the President" who without much stretch of imagination can be identified as the President himself, as saying that the Administration was determined to make "the hogs take their feet out of the trough."

At the last session of Congress, Secretary Taft pointed out the question, saying that if the annual Commission was expended to purchase American supplies regardless of cost, Congress should give instructions. Otherwise it would feel in duty bound to buy in the lowest market. The "standpatters" did not care to face this position. They feared that a bill on the subject would invite amendment, and open the door for revision, so they did nothing. Then the question of steamships and machinery prepared to sell at Panama to the Government at the highest prices charged here

within our tariff wall though Panama is not a part of the United States, and they have for years been selling goods there in competition with foreigners in other words, "dumping" and finding a market in the process. Then the President decided to make them take their feet out of the trough. In the first flurry there was talk of immense purchases abroad, including several steamships, but the Administration has hastened to quiet apprehension by saying that only immediate needs would be supplied before Congress could have a chance to legislate on the subject if it desires to do so. The Opposition hail this as a backing down. Perhaps, it, perhaps it is just what was intended from the start, only the public was misled by the President's habitual method of initial emphasis.

Possibly this emphasis was nicely calculated to warn manufacturers against excessive greed without seriously hurting them if they, on their part, are ready to be reasonable. Possibly, also, the President, who wants tariff revision, was not averse to using Panama as a reminder to the people that they pay 35 dollars a ton for steel rails which can be secured in Panama from Europe at 20 dollars, which American manufacturers would have sold there at that rate before the United States entered the field of canal-building, and now sell in England at that price. This they do at a profit, for the industry is so splendidly organised that rails can be made in Pittsburgh at 12 dollars a ton. The progress in some lines has been so great in 10 years that some tariff schedules which, when made, were fairly defensible as protective duties, are now merely instruments of extortion beyond all bounds of fair profit, for the manufacturers are able to make money while paying the highest wages, and running whole plants for the export trade at prices far below what they charge at home.—Sydney Daily Telegraph.

HOW TO TREAT THE BEACHCOMBER.

Archdeacon Langley, speaking in Sydney on the problem of dealing with the vagrant, suggested a system of compulsory labour. "You cannot," he said, "have a compulsory labour farm or a labour colony until you have a place where every man who is out of work, and starving, and who is out of play, and who is a self-respect. There should be some system of compulsory labour where the loafer, instead of getting a month in gaol for being a vagrant, can be sent by the magistrates for, say, 12 months. That has been found to meet the case in Germany in a most wonderful way. They have two classes of colonies, and the compulsory labour colony is quite as important as the other. They will act in two ways. First of all, they will force a man to work who is not working, and in the second place they will tend to prevent the man who does honestly mean to work from getting into the position of a loafer. I have discussed this question with a number of Government officials. On one occasion Mr. Reid asked me this question: 'In this compulsory labour farm, or compulsory labour colony, supposing you have a man who does not work, what can you do? You cannot flog him.' That seems to me to be a matter of no difficulty whatever. The vagrant who by which men can be made to work is by means of food. I am sorry to say that the 'loafer' type of man is greatly influenced by his food. My suggestion was this: Divide the men into three classes, A, B, and C. Let the food of class C consist of hominy, nothing else, the food of class B to consist of a better class of food, and the food of class A, let every man when he comes in enter under class C. While the men are eating their hominy the fumes of steak and onions will be all over the dining room, and the men of class C will say 'Why cannot I get food like the other men?' The answer will be 'Simply because you are not working for it. We will put you into the second class as soon as you show your fitness for it.' Before very long you will have all the men in those two classes striving to get into the higher class. That system has been tried in America, and the effect is making more and more men of the loafing type, and the men of class C will say 'Why cannot I get food like the other men?' The answer will be 'Simply because you are not working for it. We will put you into the second class as soon as you show your fitness for it.' Before very long you will have all the men in those two classes striving to get into the higher class. That system has been tried in America, and the effect is making more and more men of the loafing type, and the men of class C will say 'Why cannot I get food like the other men?' The answer will be 'Simply because you are not working for it. We will put you into the second class as soon as you show your fitness for it.' Before very long you will have all the men in those two classes striving to get into the higher class. 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Banks.
